

SECTION 9.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: September 23, 2014
To: Aircraft Accident File ZTL-ARTCC-0286
From: Atlanta Air Route Traffic Control Center
Subject: INFORMATION: Partial Transcript
Aircraft Accident, N900KN
Port Antonio, JM, September 05, 2014

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) R43 R position for the time period from September 05, 2014, 1341 UTC, to September 05, 2014, 1408 UTC.

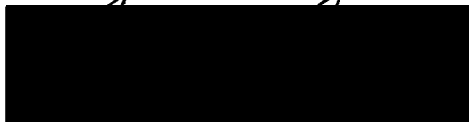
Agencies Making Transmissions

Abbreviations

Socata TBM700, N900KN
Atlanta ARTCC, Pulaski Radar
Controller

N900KN
R43

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N900KN.



Julie Lueder
Management Program Analyst
Atlanta ARTCC

1341
(1342-1345)

1346
1346:34 N900KN morning atlanta t b m nine hundred kilo november's level
at two eight zero

1346:39 R43 november niner zero zero kilo november atlanta center
roger

1347
(1348-1401)

1402
1402:15 R43 nine hundred kilo november contact atlanta center one two
four point four two

1402:21 N900KN one twenty four forty two nine hundred kilo november

ZTL-ARTCC-0286
N900KN

Page 2 of 2

1403
(1404-1407)
1408

End of Transcript



Federal Aviation Administration

Memorandum

Date: September 25, 2014
To: Aircraft Accident File ZTL-ARTCC-0286
From: Atlanta Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N900KN
Port Antonio, JM, September 05, 2014

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) D43 RA position for the time period from September 05, 2014, 1341 UTC, to September 05, 2014, 1411 UTC.

Agencies Making Transmissions	Abbreviations
Socata TBM700, N900KN	N900KN
Atlanta ARTCC, Pulaski Radar Controller	R43
Atlanta ARTCC, Charlotte Radar Associate Controller	D33
Atlanta ARTCC, Pulaski Radar Associate Controller	D43

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N900KN.

Julie Lueder
Management Program Analyst
Atlanta ARTCC

1341
(1342-1345)
1346

1346:34 N900KN morning atlanta t b m nine hundred kilo november's level
at two eight zero

1346:39 R43 november niner zero zero kilo november atlanta center
roger

1347
(1348-1401)
1402

1402:18 R43 one two four point four two

Page 2 of 2

1402:21 N900KN one twenty four forty two nine hundred kilo november
1403
1404
1405
1405:43 D33 override (unintelligible)

1405:44 D43 hey hey

1405:44 D33 or charlotte

1405:44 D43 do you need me to turn that cactus someone's having an
emergency or anything or

1405:47 D33 ah he's got a pressurization issue

1405:48 D43 i'll go

1405:48 D33 he's not declaring one yet

1405:50 D43 i'll go i'll go thirty left with my cactus
(unintelligible)

1405:51 D33 alright (unintelligible)
1406
(1407-1410)
1411

End of Transcript



Federal Aviation Administration

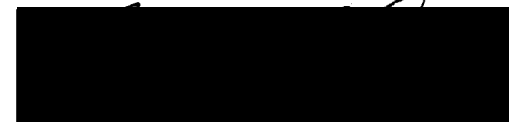
Memorandum

Date: September 29, 2014
To: Aircraft Accident File ZTL-ARTCC-0286
From: Atlanta Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N900KN
Port Antonio, JM, September 05, 2014

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) R33 R position for the time period from September 05, 2014, 1357 UTC, to September 05, 2014, 1450 UTC.

Agencies Making Transmissions	Abbreviations
Socata TBM700, N900KN	N900KN
Atlanta ARTCC, Charlotte Radar Controller	R33
Atlanta ARTCC, Pulaski Radar Controller	R43
Atlanta ARTCC, Moped Radar Controller	R47
GOJET AIRLINES, LLC. (ST. LOUIS, MO), GJS3632	GJS3632
ATLANTIC SOUTHEAST AIRLINES (ATLANTA, GA), ASQ5685	ASQ5685

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N900KN.



Julie Lueder
Management Program Analyst
Atlanta ARTCC

1357
(1358-1401)
1402

1402:31 N900KN atlanta center king air nine hundred kilo november's level
two eight zero

1402:44 R33 somebody call
1403

1403:01 R33 somebody try calling

Page 2 of 7

1403:06 N900KN atlanta center t b m nine hundred kilo november's level
two eight zero

1403:11 R33 november nine zero zero kilo november atlanta center roger
1404

1404:11 N900KN center nine hundred kilo november

1404:16 R33 go ahead

1404:17 N900KN nine hundred kilo november we need to descend ah down to
about one eight zero we ah have an indication that's not
correct in the plane

1404:25 R33 stand by

1404:27 R43 override this is pulaski

1404:28 R33 hey stop cactus seventeen eighty flight level two four
zero i need to descend november zero kilo november

1404:32 R43 two four zero wilco (unintelligible)

1404:33 R33 w z

1404:34 R33 november zero kilo november descend and maintain flight
level two five zero

1404:37 N900KN two five zero and we need to get lower nine hundred kilo
november

1404:40 R33 working on that you have that traffic twelve o'clock and
ah fifteen miles northbound flight level two four zero

1404:48 R33 are you declaring an emergency sir

1404:50 N900KN ah not yet but we'll let you know

1404:52 R33 okay

1404:56 R33 and ah to help you get down november zero kilo november
turn ah thirty degrees left help you get down

1405:02 N900KN thirty left nine hundred kilo november

1405:56 R47 override this is moped

1405:59 R33 charlotte can i go to flight level one eight zero with
zero kilo november having a pressurization problem non
emergency

1406:03 R47 ah how about twenty

1406:05 R33 twenty okay

1406:07 R47 twenty for now you can go to eighteen reference this one
who is this

1406:10 R33 this is charlotte

1406:13 R47 and i'll stop him off at nineteen

1406:14 R33 traffic observed

1406:15 R47 alright b t

1406:35 R33 november zero *(kilo no) correction zero kilo november
descend and maintain flight level two zero zero

1406:43 R33 november zero kilo november descend and maintain flight
level two zero zero

1406:47 N900KN two zero zero nine hundred kilo november
1407

1407:17 R33 november zero kilo november cleared direct to ah taylor

1407:33 R33 november zero kilo november cleared direct to taylor

1407:36 N900KN direct taylor nine hundred kilo november
1408

1408:10 R33 and november zero kilo november copy that you got descent
to flight level two zero zero

1408:15 N900KN two zero zero kilo november

1408:40 R33 november zero kilo november descend and maintain flight
level two zero zero and you are cleared direct taylor

1408:46 N900KN direct kilo november nine hundred kilo november
1409

1409:50 R33 november zero kilo november i don't know if you're ah
understanding me but descend and maintain flight level
two zero zero flight level two zero zero for november
niner zero zero kilo november

1410:11 R33 t b m t b m zero kilo november descend and maintain flight
level two zero zero

1410:55 R33 november niner zero zero kilo november descend and
maintain flight level two zero zero how do you read

1411:51 R33 november zero kilo november if you hear this transmission
ident
1412

1412:13 R33 lindbergh thirty six thirty two if you will would you try
november niner zero zero kilo november and have him
contact me on thirty three fifteen

1412:22 GJS3632 ah yeah can you give me that ah call sign again

1412:25 R33 i'm sorry it's ah november niner zero zero kilo november
and have him contact me on one two four point four two

Page 5 of 7

1412:33 GJS3632 ah we'll ah give him a try thanks
1413

1413:09 R33 november niner zero zero kilo november atlanta center how
do you read

1413:33 GJS3632 and center ah lindbergh ah thirty six thirty two ah no ah
reply on ah guard

1413:40 R33 lindbergh thirty six thirty two roger
1414

1414:40 R33 november niner zero zero kilo november atlanta center

1414:48 R33 acey fifty six eighty five can you try november niner zero
zero kilo november

1414:55 ASQ5685 okay we'll try him
1415

1415:07 ASQ5685 t b m zero zero kilo november this is acey fifty six
eighty five how do you read

1415:23 ASQ5685 t b m nine zero zero kilo november acey fifty six eighty
five how do you read

1415:32 ASQ5685 no joy

1415:34 R33 roger
1416
1417

1417:22 R33 november zero kilo november if you hear this transmission
ident
1418
1419

1419:40 R33 november niner zero zero kilo november atlanta center how
do you read
1420
1421

1421:59 R33 november niner zero zero kilo november atlanta center how
do you read this transmission
1423
1424

1424:25 R33 november niner zero zero kilo november t b m niner zero
zero kilo november atlanta center how do you hear this
transmission

Page 6 of 7

1424:39 R33 november zero kilo november if you hear this descend now
descend now to flight level two zero zero november zero
kilo november descend now to flight level two zero zero

1425
1426

1426:24 R33 november niner zero zero kilo november t b m niner zero
zero kilo november if you hear this transmission contact
jacksonville center one two seven point eight seven

1426:57 R33 november zero kilo november t b m zero kilo november
contact jacksonville center one two seven point eight
seven if you hear this transmission

1428
(1429-1433)

1434
1434:58 R33 november niner zero zero kilo november atlanta center nine
zero zero kilo november how do you hear this transmission

1435:11 R33 november niner zero zero kilo november how do you hear
this transmission

1436
(1437-1440)

1441
1441:38 R33 alright you got charlotte status is up there sector
configuration forty two and forty three were split ah
(unintelligible) georgia's not open special use airspace
none t m u restrictions there's none of those over here
no notams (unintelligible) v s c s and urets are good but
you you're not getting the best ah ah transmissions from
the aircraft um hm on this frequency though earlier they
were talking about using the ah one twenty three but they
never did so we're on this still (unintelligible) radar e
list they work no weather pireps or sigmets in your area
traffic um bright ones are on you this guy lands greer ah
point out on the southwest delta's gone and this is ah
(unintelligible) for your knowledge ah at twenty eight
right here and i had a point out climbing ah climbing
northbound going to *(sa) to ah thirty or ah forty
three's airspace and ah he calls me up and says ah ah i
couldn't quite understand what he said i think he said
something about a pressurization problem so i i said hold
stand by i called forty three and said ah stop that guy
at twenty four and descended him to twenty five and he's
like we really need to get down so i turned him thirty
left there to get him away from twenty four guy and then
ah i said descend and maintain flight level two zero zero
and ah eventually direct taylor and ah i think he read em
back but he never ah he never descended never turned back

direct taylor just so now he's just still on that heading
and oh man i think these primaries right here might be
jets that have ah scrambled toward him cause they went
directly at him okay out of nowhere so just kinda
watching that um so ah okay jax has track control of the
actual yeah they have track control but he could pop up
on your frequency maybe okay i don't know but ah and
you've called tried calling in the blind do we need to do
that have i called who do we need to try calling him in
the blind or anything i've i've called him *(time and
time again) okay and he just keep trying him i guess
alright and ah any questions alright no questions

1444

1444:16 R33 november nine zero zero kilo atlanta center

1444:25 R33 t b m november nine zero zero kilo november atlanta center
ident

1445

(1446-1449)

1450

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this
represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: September 29, 2014
To: Aircraft Accident File ZTL-ARTCC-0286
From: Atlanta Air Route Traffic Control Center
Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, N900KN
Port Antonio, JM, September 05, 2014

This transcription covers the Atlanta Air Route Traffic Control Center (ARTCC) D33 RA position for the time period from September 05, 2014, 1400 UTC, to September 05, 2014, 1450 UTC.

Agencies Making Transmissions	Abbreviations
Atlanta ARTCC, Charlotte Radar Associate Controller	D33
Atlanta ARTCC, Moped Radar Controller	R47
Atlanta ARTCC, Charlotte Radar Controller	R33
Socata TBM700, N900KN	N900KN
Atlanta ARTCC, Leeon Radar Controller	R29
GOJET AIRLINES, LLC. (ST. LOUIS, MO), GJS3632	GJS3632
ATLANTIC SOUTHEAST AIRLINES (ATLANTA, GA), ASQ5685	ASQ5685
Jacksonville ARTCC, Aiken Sector Controller	ZJX A
Jacksonville ARTCC, Columbia Sector Controller	ZJX C

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N900KN.



Julie Lueder
Management Program Analyst
Atlanta ARTCC

1400
(1401-1404)
1405
1405:43 D33 override (unintelligible)

1405:44 R47 hey hey

1405:44 D33 or charlotte

1405:44 R47 do you need me to turn that cactus someone's having an
emergency or anything or

1405:47 D33 ah he's got a pressurization issue

1405:48 R47 i'll go

1405:48 D33 he's not declaring one yet

1405:50 R47 i'll go i'll go thirty left with my cactus (intelligible)

1405:51 D33 alright (unintelligible)
1406

1406:35 R33 november zero (kilo no) correction zero kilo november
descend and maintain flight level two zero zero

1406:43 R33 november zero kilo november descend and maintain flight
level two zero zero

1406:47 N900KN two zero zero nine hundred kilo november
1407

1407:17 R33 november zero kilo november cleared direct to ah taylor

1407:33 R33 november zero kilo november cleared direct to taylor
1408

1408:10 R33 and november zero kilo november copy that you got descent
to flight level two zero zero

1408:15 N900KN two zero zero kilo november

1408:40 R33 november zero kilo november descend and maintain flight
level two zero zero and you are cleared direct taylor

1408:46 N900KN direct kilo november nine hundred

1408:49 D33 override at charlotte

1408:50 R47 zero kilo november is he descending or turning

1408:53 D33 ah he's supposed to be but he's not really complying so we're he we keep calling him on what's going on he thinks he might have hypoxia or something so ah we're just trying to see if he'll descend or not he keeps repeating it but he's not doing it

1409:03 R47 well i'm i'm gonna give him back to you till he does something

1409:06 D33 yeah yeah give him back to us

1409:09 R47 (unintelligible)

1409:50 R33 november zero kilo november i don't know if you're ah understanding me but descend and maintain flight level two zero zero flight level two zero zero for november niner zero zero kilo november

1410:11 R33 t b m t b m zero kilo november descend and maintain flight level two zero zero

1410:47 R29 leeon and locas

1410:48 D33 charlotte point out north of shaw november nine hundred kilo november descending to flight level two zero zero ah we're trying to get him to descend he's not responding now but can you point out approve that

1410:56 R29 point out approved

1410:57 D33 k k

1410:57 R33 zero kilo november descend and maintain flight level two
zero zero how do you read

1411
1412
1412:13 R33 lindbergh thirty six thirty two if you will would you try
november niner zero zero kilo november and have him
contact me on thirty three fifteen

1412:22 GJS3632 ah yeah can you give me that ah call sign again

1412:25 R33 i'm sorry it's ah november niner zero zero kilo november
and have him contact me on one two four point four two

1412:33 GJS3632 ah we'll ah give him a try thanks
1413

1413:09 R33 november niner zero zero kilo november atlanta center how
do you read

1413:33 GJS3632 and center ah lindbergh
1414

1414:40 R33 november niner zero zero kilo november atlanta center

1414:48 R33 acey fifty six eighty five can you try november niner zero
zero kilo november

1414:55 ASQ5685 okay we'll try him
1415

1415:07 ASQ5685 t b m nine zero zero kilo november this is *(as)

1415:23 ASQ5685 kilo november acey fifty six eighty five how do you read

1415:32 ASQ5685 no joy

1415:34 R33 roger

1415:40 R47 go ahead

1415:40 D33 yeah charlotte nine nine hundred kilo november he's not
here that wasn't him

1415:43 R47 okay

1415:44 D33 k k
1416

1416:23 D33 aiken thirty seven charlotte

1416:25 ZJX A aiken

1416:27 D33 yeah november nine hundred kilo november flashing at you
he is an emergency ah he had a pressurization issue so we
tried to clear him down to flight level two zero zero and
direct taylor but now he is not responding at all so he
didn't want to declare an emergency but we're just doing
that for him because we can't get

1416:43 ZJX A so is he nordo now what what's happening with that

1416:45 D33 ah he's

1416:46 ZJX A any kind (unintelligible)

1416:46 D33 we've been trying for the past ten minutes been trying him
on guard ah he's just not responding we think he might
have had hypoxia cause he sounded pretty disoriented

1416:54 ZJX A and what what's his heading doing then is he not

1416:56 D33 he's thirty

1416:57 ZJX A on course or

1416:57 D33 degrees left from his previous track so right now he's
just given thirty degrees left not

1417:02 ZJX A he was issued that

1417:03 D33 affirmative

1417:04 ZJX A okay

1417:04 D33 and then he .

1417:05 ZJX A (unintelligible)

1417:05 D33 he complied with that but he he (unintelligible) repeated back his descent to flight level two zero zero he didn't do it and we also tried to give him direct ah taylor and he didn't do that so

1417:15 ZJX A hm um hm okay alright thanks a f

1417:19 D33 yeah we'll keep trying him k k

1417:22 R33 november zero kilo november if you hear this transmission ident

1418
1419

1419:40 R33 november niner

1419:43 D33 columbia six charlotte information

1419:50 ZJX C yes sir

1419:51 D33 yeah this is charlotte north of the shelf you're gonna see code four one seven six that's november nine hundred kilo november at flight level two five zero ah he was previously given a clearance to flight level two zero zero and he read it back but ah he had a pressurization problem and now he's not responding to us so ah

1420:12 ZJX A charlotte aiken thirty seven line

1420:12 ZJX C where was his position again

1420:13 D33 currently he is ah twenty looks like twenty northwest of chesterfield code four one seven six

1420:19 ZJX C okay alright i'll ah

1420:22 D33 *(aik) so aiken has control on them but he did read back
that he would descend to flight level two zero zero but
that this was like ten minutes ago and he's not
responding and he's staying at two five zero right noe

1420:31 ZJX C so nine hundred kilo november oh okay thank you sir
(unintelligible)

1420:35 D33 okay k k
1421

1421:59 R33 november niner zero zero kilo november atlanta center how
do you read this transmission
1423
1424

1424:28 R33 november atlanta center how do you hear this transmission

1424:39 R33 november zero kilo november if you hear this descend now
descend now to flight level two zero zero november zero
kilo november descend now to flight level two zero zero
1425
1426

1426:24 R33 november niner zero zero
1427
(1428-1433)

1434
1434:58 R33 november niner zero zero kilo november atlanta center nine
zero zero kilo november how do you hear this transmission

1435:11 R33 november niner zero zero kilo november how do you hear
this transmission
1436
(1437-1443)

1444
1444:16 R33 november nine zero zero kilo atlanta center

1444:25 R33 t b m november nine zero zero kilo november atlanta center
ident
1445
(1446-1449)
1450

End of Transcript

ZTL-ARTCC-0286

N900KN

Page 8 of 8

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